

120
259

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

25X1

This Document contains information affecting the National Defense of the United States, within the meaning of Title 18, Sections 793 and 794, of the U.S. Code, as amended. Its transmission or revelation of its contents to or receipt by an unauthorized person is prohibited by law. The reproduction of this form is prohibited.

SECRET

COUNTRY Thailand

REPORT NO.

25X1

SUBJECT Road Conditions between Bangkok and Korat

DATE DISTR.

11 September 1953

NO. OF PAGES

2

DATE OF INFO.

REQUIREMENT NO.

25X1

PLACE ACQUIRED

REFERENCES

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

- 25X1
1. The road between Bangkok and Korat (Nakhon Ratchasima, N 14-58, E 102-07) is satisfactory for two-way traffic. Most of the road is laterite surface with some sections covered with the Thai variation of macadam (stones covered with tar, more stones and tar, then a final layer of sand or loose earth swept over the final layer of tar). Some stretches of the road are extremely rough because rain has washed away the upper layers of tar and earth, leaving only exposed stones about four inches in diameter covering the surface. The entire highway is two lane, approximately three to four meters wide. The sides are generally piled with sand, loose earth, stones and barrels of tar for the use of road repair crews. Places where a vehicle may be driven to the side for repairs are rarely found since the road is generally built up above paddy fields with a sheer drop-off of 10 to 20 feet on either side. The Thais make repairs directly on the road, sometimes blocking traffic rather completely.
 2. Traffic is negligible in either direction from Lopburi (N 14-48, E 100-37) to Korat. There are no towns and only one gasoline pump along this part of the highway. The few markers along the highway are in Thai.
 3. Between Lopburi and Korat there are innumerable bridges which allow only one-way traffic. A loaded bus or truck could not, with safety, pass over any of these bridges. To use this road for a troop convoy using 6x6 trucks, loaded weapons carriers or tanks would necessitate rebuilding at least 30 bridges of an average length of 15 feet.
 4. A more detailed description of the highway follows: From Bangkok, the first 20 miles are paved. Thirty-five miles from Bangkok is a paved turn-off to the left. Forty-three miles from Bangkok is a paved turn-off to Ayutthaya. Forty-nine miles from Bangkok the pavement begins again and extends for 69 miles, through Prabat, which is 89 miles from Bangkok, and Lopburi, which is 14 miles from Prabat. Two major wooden bridges over year-round streams, each approximately 40 feet long and 25 feet above the water level, are located 37 miles beyond Lopburi. The estimated gross load for either bridge is two tons. A similar bridge is located 68 miles

25X1

SECRET

STATE	X	ARMY	X	NAVY	X	AIR	X	FBI		AEC						
-------	---	------	---	------	---	-----	---	-----	--	-----	--	--	--	--	--	--

(Note: Washington Distribution Indicated By "X", Field Distribution By "#".)

SECRET [REDACTED]

- 2 -

from Lopburi and seven miles farther is a reinforced concrete, deck-girder bridge, approximately 50 feet long and 5 meters wide, over a year-round river which is 45 feet below the roadway. Korat is approximately 275 miles from Bangkok via this highway.

25X1

SECRET [REDACTED]